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Selected Poetry.

THE WORKING-MEN.

The noblest men I know on earth,
Are men whose hands are brown with
Who back'd by no ancestral graves,
Hew down the woods and till the soil,
And win thereby a prouder name
Than follows King or Warrior's fame.

The working-men what'er their task,
Who carve the stone or bear the hod—
They wear upon their honest brows
The royal stamp and seal of God;
And worthier are their drops of sweat,
Than diamonds in a coronet.

God bless the noble working-men,
Who rear the cities of the plain,
Who dig the mines and build the ships,
And drive the commerce of the Main—
God bless them, for their sweating hands
Have wrought the glory of all lands.

THE TWO CARPENTERS.

PASTIME REAL OR UNREAL.

A SKETCH FOR MECHANICS.

BY SYLVANUS COBB, JR.

Charles Brackett & Ludlow Weston were apprentices to a carpenter by the name of Jonas White. They were nearly of the same age—about nineteen, and they were both of them remarkably good disposition, and, what was a kind, indulgent man, and his workmen had no occasion to complain of his requirements.

"Charley," said Ludlow Weston, one evening after they had closed their labors upon a house that Mr. White was erecting, "let us have a ride this evening."

"No," returned Charles Brackett, as he removed his apron. The answer was short, but yet it was kindly spoken.

"Come, do," urged Ludlow. "It will be a beautiful evening, and we can have a first-rate time. Won't you go?"

"I cannot, Lud."

"But why?"

"Because I am otherwise engaged, and besides I have not the money to spare."

"Never mind the engagement, but come along and I will pay the expenses."

"If I ever join with a companion in any pastime that involves pecuniary expense, I shall always pay my share; but this evening, Lud, I have an engagement with myself."

"And what is the subject, pray?" asked Ludlow.

"The History of Architecture," returned Charles Brackett.

"O, ha! Such dry stuff as that!"

"It's not dry, I assure you, Lud."

"It may not be to you, but it is to me. What, poring over architecture all night, after working hard at it all day?"

"Yes," returned Charles; "because I am thus enabled to learn more of the different branches of our business."

"Well," said Ludlow, with a slight toss of the head, "for my part I learn full as much about the carpenter's trade at my work as I shall ever find use for. I don't see the use, after a poor fellow has been tied up to mortices, grooves, sills, rafters, sleepers, and such matters, all day long, to pass away the night in studying the stuff all over again."

"Ah, Lud," replied Charles Brackett, "you don't take the right view of the matter. Every man makes himself honorable in a peculiar business, just so far as he applies himself to its perfection. It is the calling or trade that makes the man, but the honest enterprise with which that calling is followed. In looking about for a business that should give me a support through life, I hit upon and chose the one in which we are now both engaged, and when I did so, I resolved that I would make myself useful in it."

"We have something besides mere physical strength to employ and cultivate; we have a mind that must labor, and that mind will labor at something. Now, physical labor alone is tedious and unthankful; but when we combine the mental and physical, and make them assist each other, then we find labor a source of comfort."

"Really, Charley, you are quite a philosopher, and I suppose what you say is true; but then I should like to know if it don't require some mental labor to keep up with the instructions of our boss now? I declare it keeps me thinking pretty sharply."

"That may be," said Charles; "but after all, the only mental labor you perform is memory. You only remember Mr. White's instructions, and then follow them, and in so doing, you learn nothing but the mere method of doing the work you are engaged on. For instance, you know how long to make the rafters of the house we are now building, and you know how to let them in their places, but do you know the philosophical reason for all this? Do you know why you are required to perform your work after given rules?"

"I know that I am to do it, and that when I am of age, I shall be paid for doing it, and I know how to do it. That is enough," answered Ludlow, with much emphasis.

"It is not enough for me," said Charles. "Every piece of mechanism has a science in its composition, and I would be able to comprehend that science so as to apply it, perhaps to other uses. In short, Lud, I would be master of my business."

"And so would I. I tell you, Charley, I believe I could frame a house now."

"Such an one as you have been taught to build, Lud."

"Certainly. Everybody must be taught at first."

Ludlow Weston hired a horse and chaise, and went to ride; while Charles Brackett betook himself to his room, and was soon deeply interested in his History of Architecture. Some parts he would read over several times so as to thoroughly comprehend them, and occasionally he would take notes, and copy some of the drawings.

Before he retired to his rest, he had finished the book; and when he arose the next morning, the subject of his study was fresh and vivid in his mind, and he felt happy and satisfied with himself.

"Ah, Charley, I had a glorious time last night," said Ludlow Weston, with a heavy yawn, as the two apprentices met before breakfast.

"So did I," returned Charles. "At your dry books, eh?"

"Yes."

"Well, I don't envy you. Egad, Charley, the recollection of last night's ride and supper will give me enjoyment for a month."

"And the recollection of my last night's study may benefit me for a lifetime."

"Bah!" said Ludlow. But the very manner in which he uttered it showed that he did not exactly mean it.

A month had passed away, and it was Saturday morning.

"Charley," said Ludlow Weston "we have not got to work this afternoon. Now what do you say to joining the party on the pond? We have got the boats engaged, and we are going to have a capital time. I'm going to carry Sophia, and you must take Mary and go with us."

"I am sorry that I must disappoint you, Lud; but the old professor at the academy, as he has no school this afternoon, has promised to give me some assistance in my studies in mensuration, and it would be a disappointment both to him and myself to miss the opportunity."

"O, bother your mensuration! Come along, Mary Waters will think you are really mean, for Sophia Cross will be sure to tell her what a fine time she had with me."

"No Mary won't," returned Charles. "After I have finished my lesson, I am going to take a horse and chaise, and carry her out to visit her sick aunt, where we shall spend the Sabbath."

"However, I hope you will have a good time, and I believe you will, too."

Mary Waters and Sophia Cross were both of them good girls, and they really loved the youths, whose attentions they were respectively receiving. Charles and Ludlow had already talked of marriage, and they looked forward to that important event with much promise of joy, and all who knew them had reason to believe that they would both make good husbands.

Thus time glided away. Both of the young men laid up some money, and they were both steady at their work, but Charles pursued his studies with unremitting diligence, while Ludlow could never see any use in a mere carpenter bothering his brains with geometrical properties, areas of figures, volumes of solids, mathematical areas and powers, trigonometry, and a thousand other things that his companion spent so much time over.

Two years were soon swallowed up in the vortex of time, and Charles and Ludlow were free. They both were hired by their old master, and for several months they worked on in the town where Mr. White resided. Ludlow Weston was married to Sophia Cross, and they boarded with the bride's mother.

"Ain't you ever going to get married?" asked Ludlow, as he and Charles went to work together.

"As soon as I can get a house to put a wife into," quietly returned Charles.

"Why you can hire one at any time."

"I know that, but I wish to own one."

"Then poor Mary Waters will have to wait a long time for a husband, I am thinking."

"Perhaps so," Charles said, with a smile. Then Ludlow whistled a tune as he continued his work.

"Boys," said Mr. White, as he came into his shop one morning, where Charles and Ludlow were at work, "we are soon likely to have a job in S—."

The new State House is going up as soon as the committee can procure a suitable plan, and I shall have an opportunity to contract for a good share of the carpenter's work."

"Good! We shall have a change of air," said Ludlow, in a merry mood.

That evening Charles took his paper from the post office, and in it he found an advertisement calling for an architectural plan for the new State House. He went home, looked himself up in his room, and devoted half the night to intense thought and study. The next day he procured a large sheet of fine drawing paper, and after supper he again betook himself to his room, where he drew out his table, spread his paper, and then taking his case of mathematical instruments he set himself about his task. For a whole week he worked every night till twelve or one o'clock, and at the end of that time his job was finished. He rolled his sheet of paper carefully up in a substantial wrapper, and having directed it to the care of the stage-driver, to be delivered at its destination in the city of S—.

(To be continued on Second Page.)

LIQUOR SELLING ON THE SABBATH.

The imbecility and impotency of our Legislature within the past few years in enacting laws for the restriction, and regulating the sale of spirituous liquors must be palpably apparent to every sensible mind. As the matter exists now, every man, woman or child that can procure a pine table and a bottle of whisky, has a perfect right to open a coffee house in any quarter of the city, and it is a lamentable fact to record, that hundreds are springing up in every section yearly.

Within the same period of time, let a reflecting mind refer to the criminal records of the county, and the Police docket of the city, and can only note the terrible increase of crime in all its various phases. Scan the newspapers, and there see the records of riots, street brawls, highway assaults, fighting, and a multitude of crimes committed, wherein the offenders are not brought to the bar of justice and after so doing let any one dare say that all this has not been produced by the *ad libitum* sale of spirituous liquors.

Moreover, let them seek out the reports of the Poor House, and the administration of relief to destitute and impoverished families, and learn from the far worse than widows and orphans, that their husbands and fathers are the victims

of whisky. Let them go into the thousand hovels, garrets and squalid abodes of misery and crime that are so prominent in every street. Let them open the doors and cautiously glance into the hundreds of groceries, the respectable, and those of the lowest and most degraded character, and there see the bloated, besotted countenances of both old and young men. And then dare exclaim that rum is not devastating in its maddened career.

But, we especially intend, at the commencement of this article, to refer to the sale of liquor on the Sabbath day. On Sunday last, from early morn to the dawn of the following day, our streets and coffee-houses were filled with drunken debauchery and midnight orgies of the most deplorable nature. Intermixed with the boys, ragamuffins, loafers and brothel bullies, could be seen the laboring mechanic, the usually prompt and sober business man, the merchant, and the professional man—all splendidly drunk, and, for the time, "shale fellows," well met."

Such sights are shocking, yet are but too true. There are ordinances for the prevention of the sale of liquor on Sunday, that need but the hearty co-operation of the municipal authorities, to be at once put in force, and to carry them out to the fullest letter.

Yesterday, the Mayor instructed the police to enforce the ordinance, and to complain of all selling liquor within their respective beats. It now remains to be seen whether this is promptly done; if not, there is but little hope for the redemption of the city from crime, or the protection of our citizens, unless a public meeting is called, and the matter canvassed by the people themselves.—[Cincinnati Nonpareil.]

JOHN CAPIE and CARSON EMMES, charged with the murder of Mr. SOHAN at Philadelphia, and who have been on trial for some days in that city, have been found guilty of murder in the first degree. The murder referred to was committed under circumstances more than usually alarming. Capie and Emmes, in a state of partial intoxication, after avowing a purpose of committing violence, rushed into the street, and in mere wantonness of outrage, struck down and killed a laboring man who was then on his way to his home. This occurred only some three weeks since, and the murderers as above stated have been arrested, tried and convicted, and from this speedy vindication of justice, the protection of the citizens derives one of its strongest guarantees.

RUM-SELLING.

I have no hesitation in saying that, in my judgment, the rum-seller is responsible for the social, legitimate consequences of his business. These consequences are squandered estates, broken constitutions, blasted reputations, bitterness of heart, squalid poverty, foul crimes, and premature death. These consequences are acknowledged. They are not hypothetical. They are known and read of all men. The fact that the rum-seller does not know which glass of liquor will finish the accused work of preparing for the crime, or which particular customer will become most prominent in the work of evil, does not, by any means, change his responsibility. He knows the general tendency of his business. He knows that crime is the legitimate fruit thereof. Knowing this, and still continuing the business—the cause of such evil—he must design the effect of which he constantly furnishes the cause. And if he designs these effects, he must be responsible therefor.

It is doing the rum-seller no injustice, therefore, to say that he is making a business of all this evil. The following, from the "Star of Temperance," though somewhat sarcastic, is perfectly just. It shows a "Free Trade" combination between rum-sellers and moderate drinkers, in carrying on their work of death:

"The rum-seller has contracted with his majesty to kill 30,000 in 1851! Support him, and the contract will be fulfilled to the last soul. We want more drunkards. Where shall we get them from moderate drinkers—the corpse do reserve—the grand reserve, from which are replenished rum's dying hosts. No drafts are protested—never must be. We want more drunkards. You young chaps here at the bar—want to enlist? You can't go it, eh? Can, sir. Don't give it up because you are not ragged and bloated, and your limbs do not tremble. That old drunkard of sixty once stood in your tracks, my dear fellow. Can't stand in his? Keep on, a few years will make you as finished a son of a ver as ever wallowed in a ditch. The scourge must be sustained. Take a ticket in the lottery of Death? You may draw a gallows and dishonored grave."

"Moderate drinkers! we want to get up 30,000 funerals, with fixins to match."—6000 widows, 6000 orphans, and lots of idle spectators. Who'll take a nomination in the 'independent ticket,' and run for—another world? You, 'blood bucks' of the 'upper ten' which you will speak for an office, in time for the annual auto de fe of rum-selling?"

They'll find the liquor for the wake; no shrinking back, gentlemen, a glorious destiny is yours—a living sacrifice for 'Free Trade.' No matter how respectable now, a few years will fit you for any crime. Take a drink, sir—walk in to-morrow and take another."

We want to commit 43 murders, to have 10,000 lawsuits, 50,000 regular rows and fights, get up 36 hanging bees, make 23,000 criminals, 1700 paupers, 400 maniacs, kill 67 by accidents, cause as freezing to death when drunk, &c., send 400 juveniles to the house of correction, whip 800 wives, &c., &c., at a cost of more than half a million to the State of New York! In fine, we want to furnish a hell upon earth, and enable rum-sellers to furnish devils enough to carry it on. Who'll volunteer? Who'll graduate and take a 'sheep skin' as an adept in vice and crime, which will gain prompt admittance to any prison in the land. We've enough of the poor class, and we want the best you've got, sons of the wealthy and respectable. Young friend, it gives us joy to see you taking moderate drinks. You are one of us—a glorious 'mess' of all moderate drinkers, ready to act our part in the great tragedy, and no stamping when the act comes off. To be sure it does you no good, but there must be so much devilry carried on in the world, and rum-sellers are just the thing to do it with—by your help. Drink, we say, but keep within the bounds of our

text." Where the dividing line is between moderate drinking and drunkenness, we cannot say. It's somewhere between one glass and death. Be your own judges in this matter, always partaking discreetly of God's bounties.

"Moderate drinkers—drunkards in embryo! go ahead. Hurra for our side."

Now this is a plain statement of the case. Moderate drinking is the grand school of drunkenness; the rum-seller is the teacher, and the dram shop is the school-room. Every good citizen owes it to the cause of virtue and humanity, by any and every honest means, to put an end to this school of vice. Every man should ask himself what he is doing to remove this scourge from the land. And if conscience does not return a favorable answer, he should repent, and bring forth works meet for repentance.

For the Journal.

RAILROAD ROUTES TO THE PACIFIC.

(Concluded.)

Beyond the Colorado this route will be found less formidable, perhaps, and its access to the coast attended with no peculiar difficulty.

Where the Humboldt branch of the Northern route can best cross the Sierra, a complete survey can only decide. The obstructions must be absolutely impossible to man, to prevent the accomplishment of so great a desideratum. If it can be done, the energies of our people will do it. I do not doubt its practicability, or that it will be done. New routes are every day discovered, better than the older roads. During the first season, many wagons entered in the direction of Shasta, by a route described as furnishing very easy travel. But as this is a point which can only be finally settled by a complete survey, it is unnecessary to say more about it.

The snow which will accumulate on the northern route has been urged as an insurmountable argument against it. During some severe winters this will be found an inconvenience, but nothing more—not greater than on the New England routes. Fremont, in his winter travels from the Columbia along the eastern base of the mountains, found no great difficulty from this cause. The snow did not stop his animals from travel, nor prevent their finding subsistence. The stock of the Indians and the Mormon settlers, and the game find a support with less difficulty than they probably would in New England, were it in the same wintery state.

The South Pass will compare in facility with Walker's in this and other respects. The Sierra Nevada, by a northern crossing, may be more difficult on account of snow than the Sierra Madre, but Fremont's difficulties on the latter, from this cause, under Williams, an old and experienced guide, must not be forgotten. On either mountain, especially during severe winters, there will be great accumulations of snow in the ravines, but on neither will this cause present difficulties insuperable by modern improvement.

Having now made a brief comparison of the two routes, so far as the nature of the territory and character of the country they will traverse is concerned, let us glance at their respective influence upon commercial intercourse and transit between the East and the West. By Gwin's route, the mouth of the Columbia is laid down about 46 deg. N.; San Francisco bay 38 deg. N. The main track between the Northern Pacific and the Colorado 35 deg. and New York City (which may be fairly taken as a medium for all the Northern Trade) 41 deg. By this route, then, all commerce and travel to and from the Eastern, Middle, and North-western States, (taking New York city as a medium, as said above,) to and from the mouth of the Columbia, must diverge 6 deg. south, and then run 11 deg. north to reach their destination, making 17 deg. instead of 5 deg. the difference between the latitude of New York and the mouth of the Columbia. Between New York and San Francisco bay by Gwin's route, their difference is 9 deg. instead of 3 deg., their true difference of latitude. When the enormous cost in money and time, of transportation and travel with which this additional distance must tax the intercourse of the Northern States in gross is considered, it must be evident at once that neither they nor the people of Oregon and Northern California will be satisfied with Gwin's route alone, if a better one can be at any expense made practicable. On the contrary, all the South-Eastern States would be nearly as well accommodated in their trade with Northern California and Oregon by the Northern as Southern route.

The construction of the southern line of road alone, provided it had a terminus at San Diego would have the effect to make that the most important port on our Western coast. It is as accessible to all the trade of the Pacific as San Francisco, and the freights to it would be no greater by sea, and being, by railroad, so much nearer to the whole Atlantic country, it would become the avenue of all the trade the railroad would create between our country and the foreign inhabitants of the Pacific shores. This result would satisfy neither Northern California nor Oregon. The cost of the road on Gwin's plan from Puget's Sound to its angle in the south of California, and the cost of the Northern branches to Missouri and Iowa would build the Northern road, on either the Oregon or the Humboldt route, from the Missouri line to the coast.

Strike these off and let the southern route terminate at San Diego, and apply the cost of them

to the northern route, and the interests of all parties will be satisfied. As before stated, connections between the two lines may be effected hereafter. St. Louis can connect with the southern line by the South-East branch of the Pacific. California and Oregon can build their north and south valley road if they see proper, and in either case, if the wants of the country demand these comparatively local roads, the General Government will doubtless lend her powerful aid. But let our energies be first applied to such a connection with the Pacific coast as will satisfy both the North and South, such as will develop and control, if necessary, the interior territories now so remote and so difficult of access; such as will hold in awe the savage tribes within our borders, and will supply them with the food which in a few years our encroachments on their hunting grounds will destroy.

One great question presents itself, and John Bull would say it is truly an American one—Will these roads pay? The General Government will be abundantly remunerated in various ways for the most liberal grant of lands it can bestow; too much so, indeed, if the privileges Gwin's bill gives it are adopted. By the value added to its lands, the increase of duties, the facilities of access to distant territories, and from one portion of the Union to the other, its means of rapid communication with distant officials, and in a thousand other ways it will be most amply repaid. Uncle Sam has a large farm to manage now-a-days, and to carry it out to advantage he needs all modern improvements. None of his nephews, individually, can derive half as much benefit from investment in these roads, be his purse as long as it may, as will he. But these too will have fair profits—60,000 persons, braving all the difficulties and dangers of the long land route to California and Oregon crossed the plains this season. How many went by Cape Horn and the Isthmus?—How many returned by other routes?—How many remained at home?—How many found other routes to the Sandwich Islands, Australia, &c., all of whom would have traveled by railroad, had one existed? Shall we keep far within the mark, and say 200,000? We will charge them \$40 each, and the amount is \$8,000,000; a fair interest on \$100,000,000. What figures shall we set down for the transportation of the enormous amount of internal and foreign trade, between the extreme points? What for the trade and transportation which would spring up along the whole line, when every fertile plain and every secluded valley, now in solitary quietude, should ring with the sounds of prosperous industry? Had we the data no distant future will afford, the calculation would surpass the bounds of the most exaggerated expectations. Were both roads completed, they would pay, and pay at once. Our country, in its natural and artificial developments, would cast every other into the shade. With one arm she would gather in the wealth of the Atlantic, with the other, the wealth of the Pacific, to enrich her sons and her daughters. Across her broad surface would be poured the overflowing streams of a richer commerce than the world has ever seen, and her extreme and distant portions would be so interlocked and united by iron bonds as to bid defiance to internal or external foes. In the advantages of her position, the extent and development of her territory, her wealth, her commerce, her military and naval power, the intelligence and means of comfort of her children, she would as far surpass every other people as she does in the equal and universal benefits conferred by her civil and social institutions, and every aspiration for freedom in every down-trodden kingdom of the earth would ascend to heaven more hopefully while her glory increased, and the fame of her greatness astonished the world.

But the magnitude of my subject, and a dim contemplation of its more magnificent results, have inadvertently betrayed me into unusual grandiloquence. Pardon this want of taste, and also the length of my article, which I have extended far beyond my designed limits, without doing it full justice. I will only suggest the propriety of connecting with the surveying department competent geological ability to gather the materials and furnish a report of the mineralogical character of the country through which it may pass.

H. M.

From a report made by Justice Boswell, of Williamsburg, L. I., we learn the following statistics of crime in that city during the year. "The whole number of persons arrested, brought before him and confined in the cells, was 2,000, of whom were charged with the following crimes and offences: Intoxication 415; assault and battery, 225; assault with intent to kill, 14; arson, 8; rape, 4; infanticide, 1; manslaughter, 1; vagrants and lodgers, most of whom were temporarily confined to the cells, 802.

A few days since, a box was taken from the Delaware River about one mile below Delaware City, and its contents were found to be the body of a female, packed in wheat and rye straw. The clothes indicated that the woman had been murdered. The body had been a long time in the water that it was almost entirely decomposed.

Theodore Parker calls New Hampshire "the land of poor relations and sheep tombstones."

Mr. Graham, a draughtsman in Mr. Edgar's office, corner of Fourth and Green streets, has invented a ship, for navigating the air. It consists of a slight wooden frame covered with varnished linen, containing 30,000 cubic feet of gas, and calculated to carry ten or twenty people, according as carbonated or pure hydrogen is used. The only machinery connected with the present construction consists of wheels, which serve as the ordinary ventilators of windows. These valves, when acted upon by the wind, exert a reactionary power which diminishes the resistance, while the wind acts on the sides in the same manner as those of a ship. In calculating whether a single man can direct it by the wheels. The whole contrivance will cost only \$300.—[St. Louis Democrat.]

Wisconsin, with a sparse and emigrant population, has a school and university fund of \$850,000, and an annual outlay for the instruction of her children, of \$120,000; 90,000 of her 120,000 children have attended school during the year.

From the St. Louis Democrat.

THE DELAWARE MURDER CASE.

The U. S. District Court has adjourned at Jefferson, and will open its session on the first of April. Among other cases, is that of the deserters from Fort Massachusetts, who afterwards murdered the Delaware Indians and the squaw. The particulars were of the most ungrateful and atrocious nature. The soldiers, who were deserters from Fort Massachusetts, wandered about for days on their return to the States, to fear at any moment of falling into the hands either of hostile Indians or of troops in pursuit. They met with two others, who were well armed, and then, as well as we now recollect, they parted company. In any event, when they were at the point of exhaustion, three of them were overtaken by a party of trading Delaware Indians, consisting of the square of a trader, well known to the soldiers in this city, and considered credit-worthy to the amount of some four or five thousands by the Fug. Co.; her brother, and some nine or ten others. The Delaware men fled the fellows, and agreed that they should travel with them to the frontier, giving them money to ride on. With all this kindness, the villains conceived the dastardly design of murdering the squaw and the man for the money which they learned she had about her, taking the males to the States for sale. The trader had died some where near Salt Lake, and they were returning to pay his debts, and commence trade on their own account. One day at noon, the party stopped to dine and water the mules, and the butcher was commenced. They followed the Delaware down to the water course, and soon dispatched him. They then returned to the woman, cut her throat, and threw her body into a gully, through which—*as if Providence*—all men dreamed it for this particular purpose—the water flowed. The villains divided the money and made the best of their way to the States, sold the mules, and came on to St. Louis.

The water flowed freely over the woman's neck, stopped the bleeding and restored her, after some time to consciousness, and then she crept out into the prairie to find all gone, the murderers and their booty. In this deplorable condition, with the dreadful wounds across her throat breaking out freshly bleeding, and weak from the blood already spent, she crawled for miles, and was at length picked up by a tribe of Indians, who carried her to the frontier, and then gave such information as led to the arrest of the three scoundrels in St. Louis by Capt. Cousins, who took them up the country, where they were recognized by the squaw, and fully committed to trial by the magistrates there.

To identify them, she was carried in a chair round a ring formed of men drawn there from curiously, and in which the prisoners were indiscriminately placed. Her eye was in one instance uncertain of her man, but she recognized him immediately on his being compelled to speak. Worms were already in the wounds in her throat, and she presented a horrible spectacle. She is since happily relieved of all suffering, by death.

Some of the Norwegian emigrants settled in Minnesota Territory use the *Esplanade* snowskates. These skates are strips of smooth wood, about six feet long and three inches wide, and turning up like sleigh runners behind. The wearer partly shuffles along by moving alternately his feet, and shoves himself behind at the same time with a long staff. One of these snowskaters arrived in St. Paul, in the latter part of January last, from Lake Superior, having travelled at the rate of eighty miles or less a day.

NEW ORLEANS, MARCH 10.—The brig Robinson, arrived at Mobile from Vera Cruz, reports an English steamer going in with Santa Anna on board and his colors flying.

When is money damp? When its dew in the morning, and mist at night.

A Cuban correspondent of the Raleigh Standard says, that Dr. Finley, an English practitioner of long experience in Cuba, and a graduate of Paris, has discovered in the course of his practice, in cases of small pox, that vaccine virus, after having once passed through a negro's system, becomes useless as a prophylactic to the white race.

The art of economy is drawing in as much as one can, but unfortunately young ladies will apply this "drawing in" to their own bodies, when they wish to avoid anything like a waist.

FRIDAY EVENING, MARCH 19, 1853.

The Hannibal and New London Plank Road and Bridge will be completed by the first of May. The work is progressing on both ends of that portion of the road which lies between New London and the bridge.

In the Lyceum, at Palmyra, last Friday evening, the subject of debate was the Main Liquor Law. At the conclusion of the discussion, a vote was taken, and only three voted in opposition to the law.

On the 20th July, 1852, Congress voted \$500,000 to furnish, pay for and deliver to five new members of Congress, the Congressional Globe and Appendix, and the Annals of Congress. A deliberate robbery of the Treasury.